

REPORT NO. [REDACTED]

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## INFORMATION REPORT

CD NO.

COUNTRY	East Germany	DATE DISTR.	21 August 1953
SUBJECT	Miscellaneous Railroad Information	NO. OF PAGES	2
PLACE ACQUIRED	[REDACTED]	NO. OF ENCL. (LISTED BELOW)	
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DATE OF INFO		SUPPLEMENT TO REPORT NO.	[REDACTED] 25X1A

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[REDACTED] 1. In late April 1953, source observed that wooden sheds had been erected at the Walter Ulbricht Stadion, Potsdamer Platz, Stadtmitte, Neander Strasse and Marschauer Bruecke subway stations. These sheds were occupied by five members of the Office for Goods Control, and 2 VPs who regularly controlled traffic passing through these stations. Wooden sheds have also been erected at the elevated train stations along the zonal boundary between East and West Berlin. These sheds are also occupied by personnel of the Office for Goods Control and VPs. Two new platforms were built at the Friedrich Strasse elevated train station. Devices designed to facilitate the control of passengers have also been built at the Schoenhauser Allee, Baumechilienweg and Bornholmer Strasse elevated train stations.<sup>1</sup>

2. Effective 18 May, the following elevated trains no longer stop in West Berlin territory:  
from Falkensee to Berlin East, departure at 4:50 a.m., 5:50 a.m., 6:50 a.m.;  
from Friedrich Strasse to Falkensee, departure at 5:13 p.m., 6:13 p.m., 7:13 p.m.;  
from Potsdam to Berlin East, departure at 4:58 a.m., 5:58 a.m., 6:58 a.m.;  
from Friedrich Strasse to Potsdam, departure at 5:23 p.m., 6:23 p.m., 7:23 p.m.<sup>2</sup>

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[REDACTED] 3. On 7 May, source observed about 80 RRym type flatcars parked at Guben railroad station.  
4. Source learned that 20 empty RRym-type flatcars were dispatched from Rehbruecke to Frankfurt/Oder on 29 April and 2 May.<sup>4</sup>  
5. On 30 April, source observed that there was no change in the locomotive columns parked at Ruhnerow and Ruednitz.<sup>5</sup>

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6. Source obtained the following information [REDACTED]

[REDACTED] On 7 May 1953, a conference was held at the Main Administration for Investments concerning the parking sidings to be built for freight cars in 1953. It was resolved that the following construction projects were to be financed from the 2.2 million eastmarks allocated for 1953:

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Railroad District	Length of Sidings to be Constructed	Estimated Cost (in 1,000 Eastmarks)
Berlin	Arrival and departure tracks to the parking sidings and 3 km of operating trackage	450
Freudenberg railroad station	8 km	550
Ruednitz	8 km (tracks 21 through 32)	700
Halle		
Falkenberg railroad station	0.535 km	300
Magdeburg		
Magdeburg-Buckau railroad station	0.655 km	60
Eisleben railroad station	2.040 km	190
Greifswald		
Wriezen railroad station	0.770 km	150
	20 km	2,200

- 25X1A 1. [ ] Comment. These measures are connected with a tightened control of passenger traffic on the Berlin interurban railroad system to and from West Berlin. This tightened control was to go into effect on 17 May 1953. 25X1A
- 25X1A 2. [ ] Comment. This measure has been taken in order to prevent East German passengers traveling to or from their places of work from leaving the train at a West Berlin railroad station.
- 25X1A 3. [ ] Comment. Rlym-type flatcars are heavy load flatcars which are at the exclusive disposal of the SCS and are parked in the individual railroad districts. See also [ ]
- 25X1A 4. [ ] Comment. These east bound movements of empty heavy-duty flatcars indicate that further tanks or aircraft will be shipped from the USSR to East Berlin.
- 25X1A 5. [ ] Comment. This information confirms locomotive serials No. 3 in Ruednitz and No. 13 in Döberow. See [ ]
- 25X1A 6. [ ] Comment. The construction projects reported are connected with the creation of parking facilities for Rlym-type flatcars which must be parked in the various railroad districts by order of the Soviets. See [ ] 25X1A
- 25X1A 7. [ ] Comment: All figures reported as received.

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